G.R.S. IX–5]

Previous references. 192 . **File No.** 41-22

SFA 41-22 at 576 DFA)

Serial Nos

Later references.

SFA 17-23-17

G.F. 78.26.4

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1

Part B for October 1922

SUBJECT

Recommendation of the Special Finance Committee in regard to Travelling Allowance

H C 70-120 dt 7.10.1923

Passes orders in the matter

BZ 8/3/23

the NEXT MEETING
(For Disposal at ~~A Meeting~~)

No. C. 64

.....1922-23

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Clause xii of the schedule)

Recommendations of the Special Finance Committee in regard to Travelling Allowance.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

2nd August 192 2

Chief Secretary to Government.

Extraordinary Member of Council.

1104-44 12.8.22 **First Member of Council.**

3.8.22

Second Member of Council.

3.8.22

3/8/22

Third Member of Council.

GOVERNMENT OF MYSORE

No. 1 (Special Section)
Dewan's office

Bangalore,
5th July 1922.

My dear sir,

With reference to your D.O. letter No. 4 of the 3rd instant, I return herewith the file relating to the resolution of the Special Finance Committee in regard to --- "Travelling Allowances" containing the Dewan's remarks on your D.O. letter to me, for your perusal and favour of necessary action.

Yours sincerely

Rec'd 5/7/22

K. R. Srinivasa Iyengar, Esq., M.A., Rangaraja Rao Sahib
Revenue Commissioner in Mysore,
Bangalore.

CONFIDENTIAL.

Office of the Revenue Commissioner in Mysore,
Dated Bangalore, the 3rd July 1922.

D.O. No. 4.

Submitted Inwards
GS
4/7/22

Dear Mr Ranganatha Swamy.

In returning herewith the file (which you sent me on the 20th instant) containing the recommendations of the Special Finance Committee regarding the rates of Travelling Allowance to be allowed to Heads of Departments and others, I write to invite your reference to the terms of the Government Order No. Fl.5358-68/S & A 106-21-5 dated 27th May 1922 and to state that, as the order is worded and as I understand it, the Committee constituted under the order is only to examine the existing rules for the payment of Travelling allowance and the methods of their enforcement with a view to suggesting such changes as may be considered necessary for preventing abuses and keeping down expenditure, and that it was not intended that the Committee should examine the existing rates of Travelling allowance and submit proposals for the revision of the rates.

E.

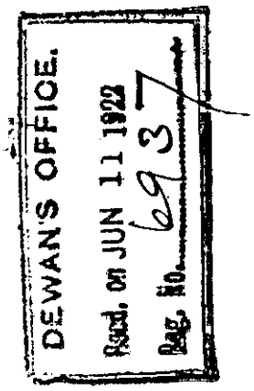
Yes.

Not necessary

but they may consider the question if necessary
4/7

RESOLUTION No.34. (Travelling Allowance).

***



The Committee has reason to believe that the expenditure under travelling allowances is very much higher than what is necessary in the public interest. It was Rs.6¼ lakhs in 1909-10, rose to Rs.8 lakhs in 1915-16 and further to Rs.11½ lakhs in 1920-21. The Committee has noticed that there has been some reduction in the grants for travelling allowances since 1920-21. But it has not gone far.

2. A number of non-official witnesses have stated that in several instances travelling allowance is made a source of profit and that rapid journeys are undertaken with this object in view, more than for public benefit. The days of slow marches through the Districts, coming into daily contact with the people and learning their wants and grievances are gone and rapid and hurried - travelling in vehicles of high speed is the order of the day. As a remedy for this state of things the witnesses have made several suggestions, - chief of which are the following:-

I. The system of granting double railway fare to officers in superior service may be abolished and passes entitling them to travel by railway with necessary servants and luggage may be issued, instead.

II. Suitable fixed allowances may be granted to touring officers and the rule, requiring them to camp out the minimum number of days, strictly enforced.

III. The system of granting advances for purchase of motor cars may be abolished and rapid journeys by motors, which serve no useful purpose to the public and entail unnecessary cost to Government, may be put a stop to.

IV. The rule regarding the grant of road

mileage to officers may be entirely done away with. They should be permitted to draw only Daily Allowance while on tour.

V. Wherever a public conveyance such as a motor-bus is available for performing a journey by road, that means of locomotion should be availed of and double the fare actually paid by the officers should be charged to Government.

VI. The number of clerks and menials accompanying officers on tour is needlessly large and should be reduced.

VII. The minimum touring fixed in the case of several officers is high and should be reduced by 50%.

3. The Committee recognises that there is considerable force in the above representations and suggestions.

The recent enhancement of the Railway Fares will considerably add to the expenditure on travelling allowance.

Recommendation has already been made for giving Amildars a fixed allowace of Rs.40/- per mensem instead of permitting them to draw travelling allowance under the usual rules for journeys within their jurisdiction. The Committee is examining the question of extending this principle to the case of other touring officers in the State and proposals in that behalf will be submitted separately.

In the matter of rates of travelling allowance admissible for journeys on tour, the Committee has referred to the scale of allowances recently danctioned in Bombay.

4. Considering all the aspects of the case and the present conditions, the Committee is of opinion that the present rates of daily allowance and mileage in the

Mysore Service Regulations are susceptible of reduction and the ~~fix~~ following suggestions are offered for effecting economy in this direction:-

I. Daily Allowance.

The allowance of Rs.7/8 per day to officers of the First Class seems high and may be reduced to Rs.6/.

II. Railway Fare.

The rule regarding accommodation by railway may be revised as under:-

First Class - to Officers whose salary is Rs.500 and upwards.

Second Class - to Officers whose salary is less than Rs.500 but not less than 100

Third Class - to other officers in superior service and Menials.

Officers entitled to travel in the First Class may be granted one single 1st class fare plus one second class fare in lieu of double 1st class fares as at present. In the case of officers on pay of Rs.40/- and upwards but less than Rs.100 - one Inter class fare, wherever communication in that class is available, plus one 3rd class fare may be -- allowed.

III. Road Mileage.

The Committee is strongly of opinion that rapid journeys by motor-cars should be discouraged and in the case of journeys exceeding 30 miles one-half the usual mileage should be allowed for the excess distance.

IV. The system of granting advances to officers for purchase of motor vehicles should be stopped. Only officers of and above the grade of Deputy Commissioners will be expected to travel by such conveyance and the grant of motor advances for highly paid officers is not necessary.

V. The following table will show in juxta-position the rates of allowances admissible to the Officers at present and those proposed by the Committee.

Class of Officers.	Daily Allowance.		Railway Fare.		Mileage.		Remarks.
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	
1. Officers whose salary exceeds Rs.1,200.	7-8-0	6-0-0	Double 1st class.	1 single 1st class plus 1 2nd Class.	0-8-0	No change.	For journeys exceeding 30 miles only half the rates are admissible for the excess distance over 30.
2. Officers whose salary is Rs.800 or more but does not exceed Rs.1,200	5-0-0	No change	do	do	do	do	
3. Officers whose salary is Rs.500 or more but less than Rs.800,	4-0-0	do	do	do	0-6-0	do	
4. Officers whose salary is Rs.250 or more but less than Rs.500	do	do	do	Double Second Class.	do	do	
5. Officers whose salary is Rs.100 or more but less than Rs.250.	As.2 for every Rs.10 of actual salary, or fraction thereof in excess.	-do-	Double Second Class.	do	0-4-0	do	
6. Officers whose salary is Rs.40 or more but less than Rs.100	do	do	do	One Inter. plus one 3rd. When no Inter. double 3rd.	do	do	
7. Other officers in Superior service.	-do- subject to a minimum of As.4	do	Double 3rd Class.	Double third Class.	0-2-0	0-2-0	* N.B. Whenever carts are engaged at Govt. expense to carry Govt. records and furniture, menials should be provided with seats in such carts and mileage should not be separately charged on their behalf
8. All officers in Inferior service.	do	do	Single 3rd Class	Single third Class.	0-0-6	0-0-6	

5. If the above proposals are accepted by Government consequential changes will have to be made in the -- travelling allowance rules applicable to Government Officers as well as to non-official gentlemen travelling in public interest.

6. The Committee considers that the rules contained in Appendix Q, Mysore Service Regulations, regulating the travelling allowance of the Dewan, Chief Judge and Members of Council and Officers classed with them for purposes of travelling allowance, may also be revised as indicated - below:-

	Present.	Proposed by the Committee.
I <u>Dewan.</u>		
(i) Daily Allowance.	Rs.30 in Malnad and Ootacamund. Rs.20 in Maidan - places.	Rs.20 in all places.

(ii) The rule permitting the grant of Daily Allowance in addition to Railway Fare, and Road Mileage may be - abrogated.

II. Chief Judge and Members of Council and other Officers classed with them for purposes of travelling allowance will get the following rates:-

	Present.	Proposed by the Committee.
(a) Daily Allowance.	Rs.10/-	No change.
(b) Mileage.	Annas 8.	
(c) Railway Fare -- (i)	A Compartment of 1st Class for himself.	(i) A Compartment of 1st Class for himself.
(ii)	Four third class fares for servants.	(ii) Two third class fares for servants.
(iii)	Charges for - luggage not exceeding -- 10 maunds.	(iii) N i l.

(d) The rule permitting the Chief Judge and Members of Council etc., to take their wife and other members of family in the reserved compartment without the payment of any extra fares may be cut out; and

(e) Also the provision authorising the Chief Judge and Members of Council to draw daily batta in addition to Railway fare on the days of journeys by Railway or in addition to Railway fare and road mileage drawn for the continued journey.

7. The financial effect of the foregoing recommendations will be a saving of about one lakh of rupees per annum, taking into account the consequential reduction in the number and extent of journeys, also.

Chairman.

N O T E.

The proposals of the Committee for reduction in the expenditure under "Travelling Allowances" are estimated, to result in a saving of Rs. 1,00,000 The total expenditure under Travelling Allowances in 1920-21 was Rs. 12,01,286.⊗ According to the revised estimate of the current year, the total expenditure under this head is estimated at -- Rs. 12,54,074. The allotment under travelling allowances for all Departments in the budget -- estimates for 1922-23 aggregates to about Rs. 11,75,815 effecting a saving of Rs. 78,259 as against the estimated expenditure during the current -- year.

⊗ The Committee estimate gives Rs 11½ Lakhs for 1920-21. But the figure given in the Note is the aggregate total of the actual expenditure Vide Statement. Flag A

2. The allotment in the budget for the next year is naturally based on the requirements of different departments at the rates of travelling allowances now in force. In case, the rates are revised as suggested by the Committee it is -- probable that the total saving will be much -- greater than that for which credit has been taken in the budget.

3. The main recommendations of the Committee in regard to the revision of the rates at present in force are as follows:-

(i) Reduction in the daily allowances of Officers whose salary exceeds Rs. 1,200 from Rs. 7-8-0 to Rs. 6.

(ii) Reduction in the allowance on account of railway fare to officers entitled to travel in first class to one single first class and one second class instead of double first class fare.

(iii) a. The grant of a double second class

fare to Officers whose salary is between Rs. 250 and Rs. 500 instead of a double first class fare.

(iii). b. The grant of one intermediate and one third class fare or a double third class -- fare instead of double second class to officers whose salary ranges from Rs. 40 to Rs. 100.

(iv) Reduction in the rate of mileage to all Officers entitled to draw more than annas four per mile in regard to journeys exceeding 30 miles.

(v) Avoidance of mileage charges in the -- case of officers in inferior service when carts are engaged at Government expense.

(vi) Revision in the special rates noted in Appendix Q of the Regulation (Travelling Allowances to the Dewan and Members of Council)

(i) In regard to the reduction of daily allowances from Rs. 7-8-0 to Rs. 6 in the case of -- Officers drawing a salary exceeding Rs. 1,200 per month, it may be remarked that Mr. Datta was also of opinion that the daily allowance -- might be reduced from Rs. 7-8-0 to Rs. 6. -- According to the strict interpretation of the rules regarding travelling allowances, it is only the "actual expenses of locomotion of the Officer, his servants and baggage" that are expected to be separately paid for. The rules do not contemplate the inclusion under this head of the --- Officer's hotel charges, charges for refreshments, expenditure on account of transport of stores or conveyances. If this strict interpretation of the rules should be followed and the items of expenditure that should be excluded under the rules are ignored, the expenses of travelling

Datta's notes Vol. I. Page 237.

in the case of officers of this category are not likely to be more than Rs. 6 per day. -- Under the British C.S.R., all officers of the first class usually get an allowance of only Rs. 5 per day and the higher rate of allowance is only given in special cases to officers whose salary is something like Rs. 1,800 a month. It is for consideration whether the recommendation of the Committee may not be given effect to in this case.

(ii) The Committee suggest that in the case of officers who are entitled to travel in first class, the railway fare given to them may be reduced to one first class and one second -- class instead of double first class. This would mean that the miscellaneous charges for which a second first class fair is now paid to an officer should be met out of an amount equivalent to a second class fare in future. The principle of allowing the fare of a lower class than the one in which an -- officer is entitled to travel on account of his miscellaneous charges has been already accepted in our Service Regulations. Art. 542, clause B permits officers drawing less than Rs. 40 per month to travel in the intermediate class if one is available, and draw the fare of ~~the~~ intermediate class and one additional third class ~~on account of railway fare~~. It is for consideration whether this principle may be extended to the case of higher -- officers drawing Rs. 500 and above by allowing them one second class railway fare on account of Miscellaneous charges. One of

the members of the Committee (Mr. C.S. Balasundaram Iyer) would seem to have suggested that in addition to the second class fare, the usual daily allowance of the officer may also be paid. The Committee has not accepted this recommendation.

(iii) The Committee has suggested the reduction of railway fare ~~xx~~ of officers drawing below Rs. 500 from first to second class and of officers drawing between Rs. 100 and 40 from second to third class. Government have already passed orders which are in conformity with the recommendations of the Committee.

B

(iv) The Committee suggest that the rates of mileage for journeys in excess of 30 miles should be reduced to one half in the case of officers drawing a mileage rate in excess of 4 annas per mile. They base this recommendation on the evidence of several non-official witnesses who have deposed that the rules under travelling allowances are abused so as to operate as a source of profit to officers on tour. They are of opinion that some restriction should be placed on rapid journeys by a reduction in the rates of mileage beyond 30 miles. They suggest that only half the rates admissible under the rules should be paid for journeys in excess of this limit. This remedy was also suggested by Mr. Datta as a preventive of rapid journeys. Mr. Datta was of opinion that a limit of 40 miles may be fixed, beyond which the rates of mileage may be reduced to

Dattas Notes
Page 233

one half up to a limit of 60 miles. For journeys over 60 miles, Mr. Datta considered that no mileage need be given at all.

As found by Mr. Datta, the largest abuse in the travelling allowance rules consist in long marches with a view to secure the benefit of the high rates of mileage allowed by Government. The rate of 8 annas per mile, does not, it is true, in these days represent a charge much above the actual cost of locomotion in a motor car. In 1916-17, Mr. Datta calculated that the cost of travelling in a motor car was about 5 annas per mile. It is probable that the rates at present are between 6 to 7 annas. An examination, however, of the travelling allowance bills of officers has shown that rapid marches are by no means less infrequent now than they were in the days of Mr. Datta in spite of the increase in the charges of locomotion by means of motor cars. It is therefore necessary that some steps should be taken to effectively limit such rapid marches by a reduction in the rates of mileage beyond a certain limit.

Datta's note Vol. Page 232

It is probable that the limit of 30 miles fixed by the Committee has reference to the journeys which might be undertaken in means of locomotion other than motor cars. It does not appear necessary for Government to discourage rapid means of locomotion which have certain advantages. If the limit suggested by the Committee is raised to 40 miles as proposed by Mr. Datta all that is necessary to prevent unusually rapid journeys

will, perhaps, be done.

(V) The Committee suggest that whenever conveyances are engaged at the expense of Government, menials accompanying the officer on tour should be provided with accommodation in such conveyances and mileage should not be charged separately for them. Under the rules in -- force at present, this ~~xxxxx~~ mileage is allowed when seats in carts paid for by Government are not provided to the menials. Mr. Datta -- recommended that whenever carts are engaged for the conveyance of office records or tents, the menials should be provided with accommodation in those carts as a matter of course. The recommendation of the Committee is now in all ~~force and~~ follows with that suggested by Mr. Datta and may be adopted.

Datta's Notes Vol I Page 238.

(VI) In regard to Appendix Q, the Committee suggest certain alterations in the rates of travelling allowances admissible to the Dewan and Members of Council. The allowances to the Dewan are regulated separately ~~by an~~ under agreement. In regard to Members of Council and the Chief Judge, the changes recommended by the Committee are as follows:-

(a) that daily batta should not be drawn in addition to railway fare.

(2) that permission granted to take ~~xxxxx~~ the members of their family in accommodation reserved for them in railway carriage, without any extra cost, may be withdrawn.

(3) that the fares for servants may be reduced ~~reduced~~ to 2 instead of 4, and the charges for luggage (10 maunds) need not be paid.

7.

In their recommendations regarding the revision of rates, the Committee referred to the rules recently sanctioned by the Government of Bombay on this subject. The Bombay Government have made effective reductions in the rates of travelling allowances, restricting the priveleges granted to the officers in the first grade to officers drawing a pay of Rs. 750 and over, instead of Rs. 500 and above, the priveleges of the second grade -- being restricted to officers on a pay of Rs. 200 and more instead of Rs. 100 and above. The rates recommended by the Committee are more favourable than those recently sanctioned by the Government of Bom bay.

[A comment on these rates from a correspondent in the Bombay chronicle is enclosed]

D

E

The Governmert have appointed a Committee to suggest measures to prevent abuses and keep down expenditure as well as recommend any changes in the rules as to mileages and daily allowances. It is for consideration whether the suggestions of the Committee, except those having reference to rules in Appendix Q may not be informally referred to this Comittee for their remarks.

The Committee recommend that the system of granting advances to officers for the -- purchase of motor cars should be stopped. No advances are now being sanctioned and the -- system is now practically in abeyance.

The issues that arise for decision in the recommendations of the Committee in regard to travelling allowances are as follows:-

(1) Whether the daily allowances to offi-

officers drawing a salary of Rs. 1,200 and above per month may be reduced from Rs. 7-8-0 to Rs. 6 per day.

(2) Whether the railway fare granted to officers drawing a salary of Rs. 500 and above may be restricted in future to one first class and one second class instead of a double first class.

(3) Whether a limit should not be imposed on the mileage rate drawn for journeys beyond a certain limit with a view to check rapid -- marches and other abuses under travelling -- allowances.

(4) Whether the limit may be30 miles as recommended by the Committee or 40 miles as -- suggested by Mr. Datta in his note dated 30th May 1917.

(5) Whether it is not advisable to direct that menials should be provided in carts engaged to carry Government records etc., and that no separate mileages should be charged on -- account of them

(6)Whether it is necessary to alter the rules regarding travelling allowances of special officers in Appendix Q, and

(7) Whether the recommendations of the Committee in regard to general rates may not be informally referred to the Special Committee appointed by Government, for remarks.

We can refer the Committee's report after for suspension when it may become a Q/1

Forwarded with compliments to
the Revenue commissioner and chairman,
Special committee re Travelling Allowances

GRs
27/6/22

Recd 27/6/22

No 42 dy 28.7.22.

A copy of the proceedings of the Committee containing their opinion on the several points raised in the Special Income Commissioners' recommendations is forwarded herewith.

[illegible]
28/7/22.

To C. Augmentation Branch C. Esq
with compliments

Submitted for Perusal

a copy of the proceedings of the 5th July referred to in the opinion on item (3) has been called for & will be submitted on receipt

GRs.
27/7

Since received & enclosed. (T.)

GRs
29/7

[illegible]

Forwarded with compliments to the Chief Secretary

GRs/8

Extract from the Proceedings of the 623rd *Meeting of the Council of His Highness the Maharaja, held at Bangalore on the* 7th August 1922 *19*

66. Subject. - Clause xii of the schedule.

Recommendations of the Special Finance Committee in regard to Travelling Allowances.

OPINION OF THE COUNCIL.

The Council is not in favour of reducing the daily allowance of Rs.7-8-0 to Rs.6/-.

As regards railway fare, the rule of double the class fare may be changed to 1½ fares in view of the general enhancement of railway fares. This will apply to officials and non-officials.

The rules regarding mileage rates for road journeys need not be modified, but a more rigid scrutiny should be exercised on the administrative side to prevent long marches.

No orders are called for as regards revision of Appendix Q.

Note:-
(1) The classification of non-official members of Councils, Committees, etc. under Appendix P of the M.S.R. may be suitably revised.

~~(2) No orders are called for as regards revision of Appendix Q.~~

(2) Orders on the recommendations of the Committee (of Rev. Comr. etc.) to be passed separately.

"EXTRACT"

(Signed) A. R. BANERJI,
Dewan of Mysore.

Chief Secretary to Government.

WD 1471—GPB—2,000—1-8-21

C64

17

R. S. III-21

General and Revenue Secretariat. | File No. of 1922.-23

Serial No.

Recommendations of the Special Finance Committee regarding Travelling allowances.

Forwarded with extract of Council Resolution

To the Special Officer,
(Finance).

9-8-22

Submitted

I beg to submit a draft Submission Note and draft order embodying the ~~Recommendations~~ resolution of the Council on the recommendations of the Special Finance Committee.

There is however one matter which deserves to be submitted to the Dewan's consideration. The Council resolution restricting the TA on account of Ry fare to 1½ times the usual fare applies to all classes of officers and not only to officers entitled to travel by first class. The proposal of the Special Finance Committee ~~in the matter of this reduction~~ was that this reduction shd be effected only in the case of officers entitled to travel by first class. In regard to others Govt have ~~now~~ recently reduced the rate of TA by ~~which is~~ admissible to officers drawing less Rs 500/- per month by giving them only a second class fare instead of a first class fare which ~~was~~ rate of men drawing over Rs 250/- were entitled to before,

NOTE—Contn. sheet.

C64

19

G. R. S. III-2]

General and Revenue Secretariat. | File No. | of 1922-23.

Serial No.

I beg to submit the present Council resolutions fixing officers between Rs 40 to Rs 100 very hard and largely reduces the emoluments of those between Rs 250 Rs 500 as compared to what they were getting before.

This for consideration whether any modification in the Resolution may not be made by restricting 1½ Ry fare to only officers entitled to travel by first class.

CRs 4/9.

Agree with the Hon'ble Finance Member. Case should be circulated to the members by 4/9

Forwarded with compliments to the Chief Secretary

CRs 4/9

1744-83 4/9 Hon'ble Member. not necessary

by 4/9/22

I also agree. It was ~~[illegible]~~ strange that this aspect of the matter got overlooked when it was discussed in Council

1646 6/9/22

Agree with 6/9

5.9.22

NOTE—Contr. sheet.

C64.

20

G. R. S. III-2]

General and Revenue Secretariat. | File No. | of 1922-23.

Serial No.	
	Forwarded to the Special Officer (Finance) for favour of further action. 7/9/22
	A draft order and submission note submitted for consideration 8/9/22

TE—Contn. sheet.

Submitted to His Highness.

The Special Finance Committee consider that the expenditure under "Travelling Allowances" has increased enormously within recent years and that a reduction in the rates of travelling allowances is urgently called for with a view to reduce this expenditure to more reasonable limits.

2. The total expenditure under Travelling Allowances in 1920-21 was Rs. 12,01,286. The expenditure during 1921-22 is estimated at Rs. 12,54,074, the highest on record. Under the budget estimates for the current year, the total amount sanctioned has been reduced by Rs. 78,259 to Rs. 11,75,815. It is proposed to effect further reduction by taking action on some of the recommendations of the Special Finance Committee. The main recommendations of the Committee are as follows:-

(a) reduction in the daily allowance of officers whose salaries exceed Rs. 1,200 per mensem from Rs. 7-8-0 to Rs. 6.

(b) reduction in the allowance on account of railway fare to officers entitled to travel in first class to one first class and one second class instead of a double first class fare.

(c) grant of double second class fare to officers whose salaries are between Rs. 250 and Rs. 500 per month instead of a double first class fare and the grant of one intermediate and one third class fare instead of double second class fare to officers whose salaries range from Rs. 40 to Rs. 100.

(d) reduction in the rates of mileage to all officers entitled to draw more than annas four per mile in regard to journeys in excess of 30 miles.

(e) avoidance of mileage charges in the case of officers in the inferior service when carts are engaged at Government expense.

(f) revision in the special rates noted in Appendix. Q. of the Regulation. (Travelling allowances to the Dewan and Members of Council)

3. (a) These proposals of the Committee were considered in Council on the 7th August 1922. The Council do not consider it - expedient to reduce the rates of daily allowance sanctioned to - officers drawing a pay of Rs. 1,000 and above. In view of the - general rise in the cost of living and the higher rates of travelling allowances sanctioned to officers of co-ordinate status in British India, it is perhaps inadvisable to reduce the rate of daily allowance at present in force in respect of any class of officers, either Heads of Departments or any others.

(b) As regards the rate of railway fares, however, the Council considered that there was no reason to sanction double the railway fare of the class in which the officers were entitled to travel. There has recently been a very large enhancement of rates in railway fares. The rates in the Mysore Railways, for instance, were increased from 18 pies per mile to 24 pies with effect from August 1921 and again to 30 pies per mile with effect from the 25th May 1922. There is no reason why the extra emolument representing the additional fare sanctioned to officers to enable them to meet their miscellaneous charges connected with ~~the~~ railway travelling should be automatically increased merely because the railway fares have been enhanced. The Council were therefore of opinion that - the travelling allowances in the case of all officers may be reduced to one and a half times the railway fare instead of double the railway fare as at present. I considered, however, that in view of the reduction in the rate of railway fare recently sanc-
B tioned by Government, under which officers drawing salaries between Rs. 500 and Rs. 250 are given second class fares instead of first class and officers drawing between Rs. 100 to Rs. 40 are given -- only third class fares instead of second class fares they were -- entitled to before, there was no need to direct a further reduc--tion in their cases by restricting their allowances to one and half times the railway fare, and that this restriction may apply only to officers who are entitled to travel in the first class. - The Members of Council have expressed their concurrence with this

this view and are agreeable to the resolution of the Council being modified to this extent.

(c) The Special Finance Committee recommend that with a view to avoid expenditure on account of mileage claimed for long road marches unnecessarily undertaken by Officers, half the usual rates may be sanctioned for journeys in excess of 30 miles. They consider that this would deprive the inducement which exists at present for long road marches. The Council, are, however, of opinion that unnecessary road journeys should be prevented by administrative control and not by a modification in the rules of travelling allowances. The recommendations of the Committee specially appointed to prevent abuses of the travelling allowance rules are now being considered and necessary steps will be taken to prevent the abuse of the travelling allowance rules by greater administrative scrutiny.

(d) The recommendation of the Special Finance Committee in regard to the avoidance of mileage charges in the case of officers in inferior service by providing them with accommodation in carts engaged at Government expense is proposed to be accepted.

(e) The Council do not consider that any revision is necessary in the Special rates of travelling allowances sanctioned to the -- Dewan and Members of Council.

4. The resolutions recorded by the Council on the recommendations of the Special Finance Committee are as follows:-

"The Council is not in favour of reducing the daily allowance of Rs. 7-8-0 to Rs. 6.

"As regards railway fare, the rule of double the class fare may be changed to 1½ fares in view of the general enhancement of railway fares. This will apply to officials and non-officials.

"The rules regarding mileage rates for road journeys need not be modified, but a more rigid scrutiny should be exercised on the administrative side to prevent long marches.

"No orders are called for as regards revision of Appendix. Q.

NOTE. The classification of non-official members of Councils,

Committees, etc., under Appendix. P of the M.S.R., may be suitably revised.

Z 2. Orders on the recommendations of the Committee (of Revenue Commissioner, etc.,) to be passed separately"

Draft for approval 5. A draft order embodying the resolutions of the Council with a slight modification limiting the restriction in regard to allowances for railway fare to officers entitled to travel in the first class, which has been approved by Members of Council, is submitted for the gracious approval of His Highness.

Bangalore,
11th Septr. 1922.

K Thimaya

CC

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

Recommendations of the Special Finance Committee for reducing the rates of travelling allowances and action taken thereon.

276

Order.

~~K R M S~~

20/9/22

C 64

26

[G R. S. III-2.]

General and Revenue Secretariat. File No. 44 of 1922-23.

Serial No.

"Recommendations of the Special Financial Committee for reducing the rates of t.a. and action taken thereon."

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to the Members of Council for perusal of His Highness' orders ~~before~~ / after issue of orders. (*Vide* Rules 31, 33 and 34 or the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Govt.

Through the Secretary to Government, 1.10.22
Financial Department.

3035-54, 3.10.22

FIRST MEMBER OF COUNCIL 4.10.22

2200 6.10.22

SECOND MEMBER OF COUNCIL 6/10

THIRD MEMBER OF COUNCIL.

NOTE.—Contn. sheet.

WD 923—GPB—600—3-11-21

D1857

G. R. S. III-2]

General and Revenue Secretariat.

S&A File No. 44 of 1922

Serial No.

1) H C IC-120 D/ 7-11-22- passes orders on the recommendations of the Committee re T A.
Dft. A&C is put up.
After issue, action has to be taken for the revision of App. P. (Vide Council Resln. D/ 7th Aug. 22.)
(GS
22/11. Jt Secy)

Done. action has to be taken in the matter as regard to para 2 (d) of the Order. Please open a separate file and send it to Administrative section for necessary action. 25.11.22

NOTE—Contn. sheet

Statement of Travelling Allowances as per Budget Estimates 1922-23.

Department.	Actuals. 1920-1921.	Revised estimate 1921-1922.	Budget estimate 1922-1923.
Revenue.	2,38,285	2,00,900	2,13,995
Forest.	96,816	88,600	79,087
Excsie.	58,721	66,200	59,407
Incometax.	3,549	3,000	4,000
Registration.	2,771	2,100	2,192
Mines etc.,	357	700	772
General Admn.	86,894	80,160	67,114
Muzrai.	2,197	2,400	1,872
Scientific Misc.	22,256	15,000	10,191
Stationery & Printing.	1,489	1,800	1,518
Miscellaneous.	2,488	100	--
Courts of Law.	10,490	11,300	10,782
Jails.	183	400	324
Police.	1,93,192	2,20,500	2.11,420
Medical.	41,352	26,61 4	27,506
Sanitation.	12,065	12,800	10,796
Irrigation.	32,156	35,000	35,244
Civil Works.	51,899	1,90,700	1,83,120
Economic Conference.	2,489	7,600	9,000
Education.	73,212	58,000	53,039
Agriculture.	99,188	90,000	70,859
Industries & Commerce.	16,598	22,100	17,700
Co-operative.	50,689	28,200	30,180
Grants for Public Improvements.	9,558	Not specified.	Not specified
Military.	35,187	33,200	20,822
Krishnarajasagara.	32,617	30,600	21,344
Electrical.	24,080	25,100	32,613
K.G.F. Water Works.	508	1,000	918
	12,01,286	12,54,074	11,75,815

11/6/22

S.O.S.

Proceedings of the Government of His Highness the Maharaja of Mysore.

Read:-

G.O. No. Fl. 3070-3119/S & A 107-19-1 dated 20th November 1919 sanctioning certain changes in the travelling allowance rules with effect from 1st January 1920.

2. G.O. No. Fl. 5368-417/S & A 106-21-6 dated 27th May 1922 prescribing a revised scale of travelling allowances for journeys by Railway from 1st June 1922.

3. Resolution No. 34 of the Special Finance Committee recommending reduction of travelling allowance rates.

Order No. F.C. 10-120 S+A 44-22-1

Bangalore, 7th July 1922.

The main recommendations of the Special Finance Committee in regard to the revision of the rates of travelling allowances at present in force are as follows;-

(a) reduction in the daily allowance of Officers whose salaries exceed Rs. 1,200/- per mensem, from Rs. 7-8-0 to Rs. 6.

(b) reduction in the allowance on account of railway fare to officers entitled to travel in the first class to one single first class plus one second class fare in lieu of double first class fare.

(c) revision of rules in the matter of accommodation by railway sanctioning the grant of a double second class fare to officers whose salaries range from Rs. 250 to 500 a month and the grant of one intermediate and one third class fare or a double third class fare, instead of a double second class fare, to Officers whose salaries are between Rs. 40 and 100 per month.

(d) reduction in the rate of mileage to all officers entitled to draw annas four per mile and above in respect of journeys exceeding 30 miles.

(e) avoidance of mileage charges in the case of officers ~~xxx~~ in inferior service when carts are engaged at Government expense.

(f) revision in the rates of travelling allowances sanctioned to the Dewan and Members of Council.

2. Government have carefully considered the recommendations of the Committee and are pleased to pass the following orders:-

(a) In view of the high cost of living and the rates of travelling allowances sanctioned to officers of corresponding status in British India, Government do not consider it expedient to reduce the rates of Daily allowance sanctioned to officers whose salaries exceed Rs. 1,200 per month.

(b) In respect of travelling allowances ~~sanctioned~~ for journeys by rail, however, Government consider that owing to the general enhancement of railway rates, a modification might be made in the case of officers entitled

entitled to travel in the first class granting them 1½ times the railway fare as against double fare sanctioned allowable under at present.

Government are pleased to direct that these rules will apply to officials as well as non-officials whereever double first class fare is ~~sanctioned~~ allowable under existing orders.

(c) With reference to the recommendation regarding the revision of the rules about ~~the class of~~ accommodation in railways, Government have already passed orders regulating the rates of travelling allowances for journeys by rail in respect of the different ~~classes~~ grades of officers.

(d) Government do not consider that a restriction in the rate of mileage for road journeys in excess of a certain limit would be a suitable remedy for unnecessarily long marches (in abuse of the rules of Travelling Allowances). A more suitable remedy, in their opinion, would be a stricter scrutiny undertaken on the administrative side in respect of the necessity of such journeys whenever they are made. Separate orders will be issued providing for such scrutiny with a view to prevent unnecessarily long road marches (among officers) in future.

(e) Government are pleased to direct that whenever carts are engaged for the conveyance of office records or tents, the menials ~~accompanying~~ accompanying the officer on tour should be provided with accommodation in ~~those~~ such carts as a matter of course and no mileage should be charged unless it is not possible to provide ~~separate~~ accommodation for them. A certificate ~~should~~ to this effect should be entered whenever

31

whenever claims on account of mileage are preferred ~~is made~~ on behalf of menials.

(f) Government do not consider that any revision is called for in the rules relating to the rates of travelling allowances sanctioned to the Dewan and Members of Council.

1-10-22

Financial Secretary to Govt.

On 9/9

To

The Secretaries to Government.
The Comptroller to Government.
The Other Heads of Departments.
The Deputy Commissioners of Districts.
The Compiler, Mysore Gazette, for publication in the Mysore Gazette.

PRESS TABLE.

Copy to the Officer on Special Duty with the Dewan.

ADDENDA AND CORRIGENDA TO MYSORE SERVICE REGULATIONS

V Edition.

Page 169. Article 542 (a)

Substitute the following for the first four lines of this article

(a) The allowance admissible to an officer in superior service for journeys by railway is 1½ times the fare in the case of an officer entitled to First Class fare under Article 539 A and double the fare of the class to which he is entitled in other cases.

Page 172. Article 550 (a)

Substitute the words " one and a half times first class fare " for " Double 1st Class " against " Railway fare "

Page 167. Article 539 A. (a)

Substitute the following for the existing note:-

Whenever carts are engaged for the conveyance of office records or tents, the menials accompanying the officer on tour should be provided with accommodation in such carts as a matter of course and no mileage should be charged unless it is not possible to provide such accommodation for them. A certificate should be recorded in the Travelling allowance bill in the undermentioned form whenever claims on account of mileage are preferred on behalf of menials :-

The menials for whom road mileage is claimed were not given seats in carts paid for by Government as it was not possible to do so for the following reason. (reason to be clearly specified in each case here)

For Financial Secretary to Govt.

~~Proceedings~~

A-9 C to M. S. R

V Edn

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(~~Continuation sheet draft form.~~)

Page 168. Art. 542(a).

Substitute the following for the first four lines of this article:—

~~" To Add In the first line 2 and Add the following sentence:~~ —

But in the case of those entitled to first class, only 1/2 the fare is admissible

Page 172 Art. 550(a).

Substitute the words "One and a half times first class fare" for "Double 1 class" against "Railway fare"

Page 167 Art. 539A.

(a)

Substitute the following for the existing note:—

Whenever carts are engaged for the conveyance of office records or tents, the vehicals accompaining

(a) The allowance admissible to an officer in superior service for journeys by railway is as under:

1) ~~in the case of those entitled to First Class fare under Art~~ 1½ times the fare admissible to the Class to which he is entitled for in the case of an officer entitled to First Class fare under Art 539 A

2) ~~in the case of those entitled to 1½ times the fare admissible to the Class to which he is entitled for~~ double the fare admissible to the Class to which he is entitled in other cases

the officer on tour should be provided with accomodation in such cases as a matter of course and no mileage should be charged unless it is not possible to provide such accomodation for them. A certificate ~~in the following form~~ should be recorded in the T. A. bill/inhancement claims on account of mileage are preferred on behalf of menials :—

certified that it was not possible to provide accomodation in cases paid for by Govt., in the case of menials for whom road mileage is claimed.

The menials for whom road mileage is claimed were not given separate ~~cases~~ cots paid for by Govt as it was not possible to do so for the following reasons (reasons to be specified in each case)

Mark ab—11.2.

C/o 7(243)/7 dt. 4-11-22 to Finlay.

LS Copy to the Comptt.

2apr

GOVERNMENT OF MYSORE.

Office of the Revenue Commissioner in Mysore,

Dated Bangalore, the 29th July 1922.

D.O.No. C. 3939/Q&A 21—22

Dear Sir,

As desired in your D.O.No.12 dated the 28th July 1922, I herewith send, under instructions from the Revenue Commissioner, a copy of the Proceedings of the Travelling Allowance Committee held on the 5th July 1922.

Yours sincerely,

C. Ranganatha Rao Saheb Esq., B.A.,B.L.

Special Officer, Dewan's Office,

Bangalore.

Proceedings of the Third meeting of the Travelling allowance Committee held from 12 Noon to 3-30 P.M. on 5th July 1922.

Present.-

1. Mr. K.R. Srinivasiengar, Revenue Commissioner. — Chairman.
2. ,, S. Cadambi, Chief Engineer.
3. ,, K. Chandy, Excise Commissioner.
4. ,, T. Satyaraja Chetty, Comptroller.

The several points referred to in the Proceedings of the previous meeting were discussed in detail and the following resolutions were adopted:--

(1) Absence of adequate scrutiny of the T.A. bills by the countersigning officers with regard to the necessity for the journeys in general, and rapid marches in particular:--

At present, the T.A. bills of each officer and his establishment are ordinarily countersigned by his immediate superior if he is a Gazetted Officer. The Committee consider that under this system, the T.A. bills are not likely to receive sufficient scrutiny and that it is desirable that the power to countersign the bills should be vested in officers of a higher status. The Committee do not desire to express an opinion without consulting the several Heads of Departments as to who should countersign the bills in respect of each officer or his establishment. They would suggest that this may be decided by Government in consultation with the several Heads of Departments.

2. With a view to ensure that journeys are not undertaken by officers needlessly and at haphazard, the Committee suggest that all officers, other than Heads of Departments, whose duties require frequent travelling

within their jurisdiction, they should be required to undertake their journeys in accordance with a pre-arranged programme, a copy of the programme for each month being sent before the 25th of the preceding month to his immediate superior and also to the officer empowered to countersign the T.A. bills - when he is not the immediate superior. Where, for any reason, the programme has to be changed, intimation of the alteration should be forthwith given to the officers referred to above.

3. With a view to ensure that the allotment made for travelling allowance is not exceeded, each Head of Department should distribute the T.A. allotment placed at his disposal suitably among the subordinate officers; and he should exercise scrutiny over the T.A. drawn by them so as to satisfy himself that the allotment assigned to each officer is not only not exceeded, but also spread over the whole year, as far as possible, instead of being expended within the first few months.

With a view to prevent excess over the allotment, the Committee also suggest that every officer should note on the T.A. bill of himself and his establishment, the total allotment for the year and the actual expenditure incurred by him up to the date of the bill.

4. With regard to the question of placing restrictions on the mileage allowance to be drawn by officers, the Committee are of opinion that, excepting Heads of Departments and officers in charge of Districts (such as the Deputy Commissioners, Executive Engineers etc.), in the case of all other officers, the sanction of the Head of the Department may be required to be obtained for all claims for mileage for distances exceeding 30 miles.

5. In the case of all touring officers whose duties do not require frequent or sudden expeditious journeys to meet emergent calls, the system of permanent monthly

Travelling allowances may be adopted for all journeys performed by them within their jurisdiction, instead of paying the officers travelling allowance under the Mysore Service Regulations.

..hich particular officers in each Department may be given permanent monthly travelling allowance and what should be the amount to be given to them, are matters to be decided in consultation with the Heads of Departments concerned.

The Committee consider, however, that when permanent monthly travellin, allowance is given, it should not exceed 50% of the average pay of the appointment or ₹ 200/- whichever is less.

Cases of officers who are already drawing permanent monthly T.A. or conveyance should be brought under this Rule as far as possible.

6. To prevent too many officials or menials being taken by officers to camp, some restriction should be placed on the number who may be taken by each class of officers -- the actual number being fixed by Government for each class, in consultation with the Heads of Departments concerned.

7. In the case of officers who are authorized to take their carriage by rail and to charge trainage even when they take it by road, it was brought to notice by the Comptroller that, owing to the recent revision of the railway rates, it might be cheaper in some cases to allow the officer road-mileage, instead of double railway fare for himself, plus, the charge of taking the conveyance by railway. The Committe agreeing with the Comptroller recommend that when an officer authorized to take his conveyance by road, he may be paid either (1) road mileage or (2) the railway fare to which he would be entitled if he travelled by railway, together with railway charge which he would have to pay for his conveyance if he took it by railway -- whichever may be less.

8. With regard to the suggestions made by the Comptroller, (i) that the power vested in the Conservator of

Forests under Art.584 of the M.S.R.to sanction halts for more than 10 days in the case of Gazetted officers of his Department may be withdrawn, and (ii) that Art.583, M.S.R., permitting the Chief Commandant and certain other officers to make halts not exceeding 30 days in one place may be rescinded, the other members of the Committee were not prepared to express any opinion without knowing the views of the Conservator of Forests and the Chief Commandant in the matter.

9. The following proposals and suggestions made by the Comptroller were not agreed to by the other members of the Committee:--

(i) that Heads of Departments and other Heads of offices going out on tour for inspection or other work should not take their Gazetted office Assistants or other Gazetted subordinate officers with them, without the sanction of Government.

(ii) that the power vested in certain Heads of Departments under Art.535 (b) & (e) M.S.R., to declare the shortest route between two places and to permit their subordinates to perform road journeys between places connected by railway, should be withdrawn.

(iii) that single railway fare alone should be given when an officer travels by road between two places connected by railway.

(iv) that when there is a motor bus service or other public conveyance (other than railway) plying between two places, the road mileage should be limited to the amount of the fare charged for such conveyance, plus the actual expense, if any, incurred by the officer for the transport of his servants, kit &c.

(v) that subordinate officers of the Public Works Department stationed in the special tracts mentioned in Art.634, M.S.R., who now get double the permanent monthly travelling allowance given to similar officers in the maidan, should be treated in the same way as officers of other Departments.

10. It was stated by the Comptroller that the present system of Post Audit of T.A bills has resulted in a considerable increase in the number of instances of abuses and irregularities and caused difficulty in the recovery of the amounts retrenched; and it was therefore proposed by him that the old pre-audit system may be revived. The Chief Engineer having observed that under the pre-audit system, there will be considerable delay in the auditing of the bills, it was resolved by the Committee that the suggestion of the Comptroller may be brought to the notice of Government for their consideration.

"Copy"

29.7.32

K.R. SRINIVASA IENGAR
Chairman.

Proceedings of the Fourth meeting of the Travelling allowance Committee fr held from 2 to 3-30 P.M. on 7th July 1922.

P r e s e n t:-

1. Mr. K.R. Srinivasiengar, Revenue Commissioner. — Chairman.
2. ,, S. Cadambi, Chief Engineer.
3. ,, K. Chandy, Excise Commissioner.
4. ,, T. Satyaraja Chetty, Comptroller.

The recommendations made by the Special Finance Committee and referred to in Mr. Ranganatha Rao Saheb's note were discussed. The opinions of this Committee on the several points raised therein are as follows:--

(1) Reduction in the rates of daily allowance of officers drawing above Rs. 1200/-:-

In view of the facts that since the present rates of daily allowance were prescribed, the cost of living has considerably risen and that the rates of travelling allowance allowed to corresponding officers in British India are comparatively higher, the Committee (Mr. Satyaraja Chetty dissenting) are of opinion that the present rates of daily allowance are not capable of reduction.

(Mr. Satyaraja Chetty is in favour of adopting the proposal of the Special Finance Committee).

(2) Payment of one First and one Second Class fare, instead of double First Class fare:-

This Committee is of opinion (the Comptroller dissenting) that, in view of the recent enhancement of the railway fares, officers of the First Class travelling by railway may be granted 1½, instead of double, the First Class fare.

The Comptroller is of opinion that in addition to single First Class fare, the officers may be given the

actual charges incurred by them on account of family and servants &c. up to the extent of an additional Second Class fare; or, in the alternative, that the proposal of the Committee may be adopted, subject to the proviso that the cost of the additional Second Class fare should be limited to the amount of the daily allowance.

(3) Placing a limit on the distance for which mileage should be allowed and the reducing of the mileage rate for distances beyond a certain limit:-

On this point, the Committee would invite reference to the opinion expressed by them in para (4) of the Proceedings of the meeting held on 5th July 1922.

(4) Providing of accommodation for menials in Government carts:-

The Committee agree with the Special Finance Committee that seats for menials should be provided in Government carts whenever possible, and that where this cannot be done, a certificate to this effect should be attached to the T.A. bill on which the menials may be granted mileage.

(5) Rates of Travelling allowance to the officers mentioned in Appendix Q of the M.S.P:-

The Comptroller is in favour of accepting the Special Finance Committee's proposals in this respect. The Chief Engineer considers that the present rates do not require revision. The other members do not wish to express any opinion in the matter.

K.R. SRINIVASIENGAR,
Chairman.

- - - - - - - - -

" C o p y "

Revenue Commissioner
& Chairman, T.A. Committee.

-K.B.R: